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1-20. (CANCELED)

21. (CURRENTLY AMENDED) An articulating coupling (4) comprising:

a first pivot articulation (12) pivotable about a vertical axis, which facilitates only pivotal yaw movement ~~and rolling movement~~ between a motor vehicle (1) and a trailer (2), having a disc device (40) with pivoting friction surfaces for damping the pivotal yaw movement between the motor vehicle (1) and the trailer (2), the first pivot articulation (12) being enclosed within a closed space to seal the first pivot articulation (12) from incoming pollution; and

a second articulation (21) pivotally coupled to the first pivot articulation (12) and pivotable about ~~a single~~ two horizontal ~~[[axis]]~~ axes with respect to the vertical pivot axis of the first pivot articulation, to facilitate only pitch movement ~~and rolling movement~~ between the motor vehicle (1) and the trailer (2), the second pivot articulation (21) being laterally fixed immobilized with respect to the first pivot articulation (12) in a rigid manner to inhibit play therebetween and to transmit only the rolling movement ~~and the yaw movement between to~~ the first pivot articulation (12) ~~and the trailer (2).~~

22. (PREVIOUSLY PRESENTED) The articulating coupling according to claim 21, wherein the first pivot articulation allowing the yaw movement has a bearing rim.

23. (CURRENTLY AMENDED) The articulating coupling according to claim 21, wherein the second pivot articulation (21), ~~which transmits~~ only ~~the rolling movement and the yaw movement between to~~ the first pivot articulation (12) ~~and the trailer (2) and inhibits yaw movement play in the rolling movement and the yaw movement between the first pivot articulation (12) and the trailer (2).~~

24. (CURRENTLY AMENDED) The articulating coupling according to claim 23, wherein an absence of yaw movement play during the yaw movement is ensured by uniform planar contact between two planar surfaces (37, 38) of the first pivot articulation and the second pivot articulation (21) and the second pivot articulation is located vertically above the first pivot articulation (12).

25. (PREVIOUSLY PRESENTED) The articulating coupling according to claim 21, wherein the second pivot articulation (21) is a spherically shaped articulation.

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26. (CURRENTLY AMENDED) The articulating coupling according to claim 25, wherein the second pivot articulation (21) has a transverse axle (23) with two aligned rings (29, 30) that have complementary spherically shaped surfaces.

27. (CURRENTLY AMENDED) The articulating coupling according to claim 26, wherein the two rings (29, 30) are attached in a rigid manner to inhibit any possibility of lateral play being assimilated by the yaw movement.

28. (PREVIOUSLY PRESENTED) The articulating coupling according to claim 21, wherein the disc device (40) for damping the yaw movement has at least one disc (41) with a friction surface that communicates with at least one opposing surface which is biased against the at least one disc (41) by a compression system that exerts an axial compression force on the at least one disc (41), at least one of said opposing surfaces being a friction surface.

29. (CURRENTLY AMENDED) The articulating coupling according to claim 28, wherein the disc device (40) for damping the yaw movement comprises a stack of discs (41) with friction surfaces, the stack of discs (41) comprises a plurality of disks (48) that are alternately connected to one of rotationally fixed with respect to the motor vehicle (1) ~~[[or]]~~ and a plurality of disks (48) that are rotationally fixed with respect to the trailer (2), so as to which are alternately disposed and pivot in relation to one another under the influence of the yaw movement.

30 (CURRENTLY AMENDED) The articulating coupling according to claim 29, wherein the stack of discs (41) with friction[[s]] surfaces contains at least one fixed disc (48) that is integral with a central hub (42) that is fixed in relation to the motor vehicle (1) and at least one movable disc (49) that is integral with a peripheral drum (43) that is movable in relation to the motor vehicle.

31. (PREVIOUSLY PRESENTED) The articulating coupling according to claim 30, wherein an exterior wall (46) of the central hub (42) has notches and at least one of the fixed discs (48) has complementary notches on an interior periphery around a cutout (50) so that the fixed discs (48) remain fixed as the stack of discs (41) pivot in relation to the central hub (42).

32. (PREVIOUSLY PRESENTED) The articulating coupling according to claim 30, wherein an interior wall (47) of the peripheral drum (43) has notches and at least

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one of the movable discs (49) has complementary notches on an exterior periphery so that the peripheral drum (43) engages and pivots the movable disc (49).

33. (CURRENTLY AMENDED) The articulating coupling according to claim [[29]] 28, wherein the compression system comprises a cupel (54) that biases the at least one disc (41) such that the friction surfaces completely contact one another.

34. (PREVIOUSLY PRESENTED) The articulating coupling according to claim 28, wherein the compression system of the disc device (40) is a mechanical system.

35. (PREVIOUSLY PRESENTED) The articulating coupling according to claim 34, wherein the mechanical compression system of the disc device (40) comprises at least one spring (52).

36. (PREVIOUSLY PRESENTED) The articulating coupling according to claim 34, wherein the mechanical compression system of the disc device (40) cooperates with a damping deactivation device that either reduces or interrupts damping of the yaw movement below a certain travel speed.

37. (PREVIOUSLY PRESENTED) The articulating coupling according to claim 36, wherein the damping deactivation device exerts axial force in a direction opposite to the compression force, thereby freeing the friction surfaces.

38. (PREVIOUSLY PRESENTED) The articulating coupling according to claim 28, wherein the compression system of the disc device (40) is one of a pneumatic, hydraulic, or electric system and exerts an axial compression force.

39. (PREVIOUSLY PRESENTED) The articulating coupling according to claim 38, wherein the articulating coupling further comprises a control circuit for regulating the axial compression force applied by the hydraulic, pneumatic, or electric compression system.

40. (PREVIOUSLY PRESENTED) The articulating coupling according to claim 30, wherein an exterior wall (8) of the articulating coupling has a threaded transverse opening (57) located opposite a bore (44) in the central hub (42) for one of measurement of wear on the stack of discs (41) with friction surfaces or for insertion of a threaded axle to exert increasing pressure on a cupel (54) and free the stack of discs (41).

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